

Finally, this bill establishes a review process before an Administrative Law Judge for individuals denied a Transportation Worker Identification Credential (TWIC).

TWIC cards will be required for all port workers.

If a person is denied a TWIC, he or she will not be able to work.

Therefore, it is critically important that a neutral party be involved in deciding whether or not an individual should be denied this card.

Every person deserves the opportunity to work and the government cannot arbitrarily inhibit this right.

I thank the other conferees on both sides of the aisle for working with me on this conference report, and I recommend my colleagues support it.

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TRIBUTE TO THE CHARLES W.  
MORGAN WHALESHIP

**HON. ROB SIMMONS**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, June 27, 2006*

Mr. SIMMONS. Mr. Speaker, it is an honor for me to represent Connecticut's Second Dis-

trict, which is home to many historical sites, including Mystic Seaport, which is known as the Museum of America and the Sea.

Since the 1600s, the Mystic region has been a center of shipbuilding. The Golden Age of America's maritime enterprises was between 1784 and 1919. During those years more than 600 ships were constructed along the Mystic River. One of those ships was the Charles W. Morgan and I rise today to commend Mystic Seaport and those citizens who came forward years ago to "purchase shares" of that wonderful old ship so it could be preserved and restored for public display.

From 1841 to 1921 the Charles W. Morgan traveled the seas in pursuit of profit. Certain voyages lasted four years and her adventures took her and her crews to the Atlantic, Pacific and Arctic oceans. After 37 voyages the ship had earned her shareholders more than \$1 million.

In 1941, Mystic Seaport acquired this proud ship and by the 1970s it was clear that restoration was required to protect it from the corrosion of time and the elements. As was the case during its voyages, private citizens again came forward to buy shares into the ship and today the investment in the Charles W. Morgan has once again paid great dividends. On July 15, Mystic Seaport will celebrate the his-

tory and survival of this magnificent vessel, which is the last surviving wooden whaleship in America.

On July 15, descendants of the ship's crew members and those who participated in the ship's refurbishment will gather at the seaport to celebrate the Morgan and its wonderful history. This is a milestone in our maritime history and for my district. The restoration of the ship will continue and its history will continue to be shared. The next generation will have the opportunity to visit this living museum which tells tales of adventure and of America's relationship with the sea.

Man faces the future armed with the past. That is why it is essential that we honor our history and preserve it. History is who we are, what we are and why we are. The Charles W. Morgan is an important artifact of American history. I thank all those who worked to ensure that it would be preserved as a reminder of America's greatness, of our historic determination to embrace challenges and our indomitable spirit to explore and to dream.